

**Bernalillo County 2012 Bond Cycle
Transportation Public Service Criteria**

New Construction - Transportation Public Service Criteria	Basic Explanation of Analysis Methods, Comments, etc...	Data source used to obtain Raw Data Value. E.g. list actual data files used to obtain Household counts, etc...
New Facility Level of Service	DE provides LOS (D or above is 4 pts, anything else is 0) So the DE really only need tell us the project is D or above.	N/A
County Households Served (CHS)	GIS Analysis based on TRAM contours' intersection with 2010 Census Households by Census Block, adjusted for size and proportion.	Census 2010 Blocks and TRAM contours of CIP Transportation Motorized Projects.
Projected Households Served (10 yr Growth)	GIS Analysis takes CHS and multiplies it times the Growth Rate. Growth Rate derived from comparison of CHS 2010 with CHS 2000.	In addition to Census 2010 Blocks and TRAM contours of CIP Transportation Motorized Projects, Census 2000 Blocks.
Air Quality Improvement	DE to provide reduction in VMT (Y/N) and reduction in Delay (Y/N). So we need Y/N for two items per project.	N/A
Accident Rate Factor (ARF)	GIS Analysis based on intersection of CIP Transportation Motorized Projects' 100-Foot Buffer and Crash Rates 2005_2009, a unified data set from MRCOG. DE must provide what intersections to analyze for New Construction projects. How project intersections compare against the County norm is the target of analysis; 1.2 is approx the norm for Bernalillo County.	In addition to CIP Transportation Motorized Projects, Crash Rates 2005_2009 - a unique feature class based on information from MRCOG. DE selects affected intersections.

Repaving with Increased Capacity Public Service Criteria	Basic Explanation of Analysis Methods, Comments, etc...	Data source used to obtain Raw Data Value. E.g. list actual data files used to obtain Household counts, etc...
Replacement Facility Level of Service	DE provides LOS (4 pts = F, 3 Pts =E, 2 pts =D, 1 pt =C) So the DE provides us with the LOS of the EXISTING facility. i.e What are we replacing? We are assuming we are replacing everything at D or better.	N/A
County Households Served (CHS)	GIS Analysis based on TRAM contours' intersection with 2010 Census Households by Census Block, adjusted for size and proportion.	Census 2010 Blocks and TRAM contours of CIP Transportation Motorized Projects.
Projected Households Served (10 yr Growth)	GIS Analysis takes CHS and multiplies it times the Growth Rate. Growth Rate derived from comparison of CHS 2010 with CHS 2000.	In addition to Census 2010 Blocks and TRAM contours of CIP Transportation Motorized Projects, Census 2000 Blocks.
Air Quality Improvement	DE to provide reduction in VMT (Y/N) and reduction in Delay (Y/N). So we need Y/N for two items per project.	N/A
Accident Rate Factor (ARF)	GIS Analysis based on intersection of CIP Transportation Motorized Projects' 100-Foot Buffer and Crash Rates 2005_2009, a unified data set from MRCOG. How project intersections compare against the County norm is the target of analysis; 1.2 is approx the norm for Bernalillo County.	In addition to CIP Transportation Motorized Projects, Crash Rates 2005_2009 - a unique feature class based on information from MRCOG.
Speed Dispersion (in mph)	DE to provide the current speed dispersion of the road. This is only applicable if a speed dispersion has been done prior to the project and if there is a commitment to do a speed dispersion study after the project.	N/A

Motorized Intersections Public Service Criteria	Basic Explanation of Analysis Methods, Comments, etc...	Data source used to obtain Raw Data Value. E.g. list actual data files used to obtain Household counts, etc...
Replacement Facility Level of Service	DE provides LOS (4 pts = F, 3 Pts =E, 2 pts =D, 1 pt =C) So the DE provides us with the LOS of the EXISTING facility. i.e What are we replacing? We are assuming we are replacing everything at D or better.	N/A
County Households Served (CHS)	GIS Analysis based on TRAM contours' intersection with 2010 Census Households by Census Blocks, adjusted for size and proportion.	Census 2010 Blocks and TRAM contours of CIP Transportation Motorized Projects.
Projected Households Served (10 yr Growth)	GIS Analysis takes CHS and multiplies it times the Growth Rate. Growth Rate derived from comparison of CHS 2010 with CHS 2000.	In addition to Census 2010 Blocks and TRAM contours of CIP Transportation Motorized Projects, Census 2000 Blocks.
Air Quality Improvement	DE to provide reduction in VMT (Y/N) and reduction in Delay (Y/N). So we need Y/N for two items per project.	N/A
Accident Rate Factor (ARF)	GIS Analysis based on intersection of CIP Transportation Motorized Projects' 100-Foot Buffer and Crash Rates 2005_2009, a unified data set from MRCOG. How project intersections compare against the County norm is the target of analysis; 1.2 is approx the norm for Bernalillo County.	In addition to CIP Transportation Motorized Projects, Crash Rates 2005_2009 - a unique feature class based on information from MRCOG.